

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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三十一月三年二號

SATURDAY, APRIL 30, 1910.

大英報

三十三月四號

HONGKONG

30 PER ANNUM.

SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROFTS \$15,000,000

GOUVE OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shaw, Esq.—Deputy Chairman.
F. H. Armstrong, Esq., F. Libb, Esq.
J. W. Bandow, Esq., G. H. Medhurst, Esq.
Hon. Mr. Bradbury, Esq., A. Bellamy, Esq.
C. R. Leumann, Esq., H. A. Siebe, Esq.
S. A. Levy, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. K. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1% per cent. per annum.
For 6 months, 1½ per cent. per annum.
For 12 months, 2 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th March, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITIES OF PROFIT
100% \$1,000,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 1 per cent. per annum on the Daily Balance.
On Fixed Deposits for 12 months, 2 per cent.

WM. DICKSON,
Manager.
Hongkong, 26th April, 1910.

YOKOHAMA SPECIAL BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 10,500,000

Head Office—YOKOHAMA

Branches and Agencies:
TOKIO, HANKOW, TIENTSIN, PEKIN,
KOBE, NEWCHWANG, DALNY,
OSAKA, NAGASAKI, LYONS, PORT ARTHUR,
LONDON, NEW YORK, SAN FRANCISCO, LIOYANG,
HONOLULU, MUKDEN, TIE-LING, SHANGHAI,
BOMBAY, SHAMPOY, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent. per annum on the Daily Balance.
On Fixed deposit—

For 12 months 2% p.m.
6% p.m.
3% p.m.
TAKAO TAKAMICHI,
Manager.
Hongkong, 15th March, 1910.

DEUTSCH ASIATISCHE BANK
CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tianfu, Ningbo, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank für Handel und Industrie
Robert Warthaer & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stark
Norddeutsche Bank in Hamburg, Hamburg
Sal Oppenheim Jr. & Co., Köln
Bayerische Hypotheken und Wechselbank
München.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 2d March, 1910.

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules maybe obtained on application.

INTEREST on deposits is allowed at 1% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 15th January, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,500,000
ABOUT MAX \$7,500,000
RESERVE FUND GOLD \$1,500,000
ABOUT MAX \$7,500,000

HEAD OFFICE:
TO WALL STREET, NEW YORK.

LONDON OFFICE:
THREADDENHOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.

6% " " "
5% " " "
4% " " "
3% " " "

No. 9, Queen's Road Central,
Hongkong.

N. S. MARSHALL,
Manager.
Hongkong, 30th April, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman,
C. Stephanus, Esq.

Lee Yung So, Esq.

J. H. McMichael, Esq.

C. R. Burkhill, Esq.

J. A. Wattie, Esq., Manager-Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force.....\$34,054,152.00
Assets.....7,114,490.68
Income for Year.....\$3,073,831.81
Total Security to Policyholders.....\$885,852.53

LEFFERTS KNOX, Esq., Hongkong,
District Manager, Canton, Macao
B. W. TAPE, Esq., and the
District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 10.00 A.M. ...Every 10 minutes

10.00 A.M. to 11.00 A.M. ...Every 15 minutes

11.30 A.M. to 12.45 P.M. ...Every 15 minutes

12.45 P.M. to 1.15 P.M. ...Every 10 minutes

1.15 P.M. to 1.45 P.M. ...Every 15 minutes

1.45 P.M. to 2.15 P.M. ...Every 10 minutes

2.15 P.M. to 3.00 P.M. ...Every 15 minutes

3.30 P.M. to 4.00 P.M. ...Every 15 minutes

4.00 P.M. to 4.30 P.M. ...Every 10 minutes

4.30 P.M. to 5.00 P.M. ...Every 15 minutes

5.00 P.M. to 6.00 P.M. ...Every 10 minutes

6.00 P.M. to 7.00 P.M. ...Every 15 minutes

7.00 P.M. to 8.00 P.M. ...Every 10 minutes

NIGHT CAR.

8.45 P.M. and 9 P.M. 9.45 P.M. to 11.15 P.M.

EVERY HALF HOUR.

SUNDAY.

8.00 A.M. to 9.30 A.M. ...Every 15 minutes

9.30 A.M. to 10.30 A.M. ...Every 15 minutes

10.30 A.M. to 11.00 A.M. ...Every 10 minutes

11.45 A.M. to 12.00 NOON. ...Every 15 minutes

12.00 NOON to 1.00 P.M. ...Every 10 minutes

1.00 P.M. to 2.00 P.M. ...Every 15 minutes

2.00 P.M. to 3.00 P.M. ...Every 15 minutes

3.00 P.M. to 4.00 P.M. ...Every 10 minutes

4.00 P.M. to 5.00 P.M. ...Every 15 minutes

5.00 P.M. to 6.00 P.M. ...Every 10 minutes

6.00 P.M. to 7.00 P.M. ...Every 15 minutes

7.00 P.M. to 8.00 P.M. ...Every 10 minutes

8.00 P.M. to 9.00 P.M. ...Every 15 minutes

9.00 P.M. to 10.00 P.M. ...Every 10 minutes

10.00 P.M. to 11.00 P.M. ...Every 15 minutes

11.00 P.M. to 12.00 M. ...Every 10 minutes

12.00 M. to 1.00 A.M. ...Every 15 minutes

1.00 A.M. to 2.00 A.M. ...Every 10 minutes

2.00 A.M. to 3.00 A.M. ...Every 15 minutes

3.00 A.M. to 4.00 A.M. ...Every 10 minutes

4.00 A.M. to 5.00 A.M. ...Every 15 minutes

5.00 A.M. to 6.00 A.M. ...Every 10 minutes

6.00 A.M. to 7.00 A.M. ...Every 15 minutes

7.00 A.M. to 8.00 A.M. ...Every 10 minutes

8.00 A.M. to 9.00 A.M. ...Every 15 minutes

9.00 A.M. to 10.00 A.M. ...Every 10 minutes

10.00 A.M. to 11.00 A.M. ...Every 15 minutes

11.00 A.M. to 12.00 M. ...Every 10 minutes

12.00 M. to 1.00 A.M. ...Every 15 minutes

1.00 A.M. to 2.00 A.M. ...Every 10 minutes

2.00 A.M. to 3.00 A.M. ...Every 15 minutes

3.00 A.M. to 4.00 A.M. ...Every 10 minutes

4.00 A.M. to 5.00 A.M. ...Every 15 minutes

5.00 A.M. to 6.00 A.M. ...Every 10 minutes

6.00 A.M. to 7.00 A.M. ...Every 15 minutes

7.00 A.M. to 8.00 A.M. ...Every 10 minutes

8.00 A.M. to 9.00 A.M. ...Every 15 minutes

9.00 A.M. to 10.00 A.M. ...Every 10 minutes

10.00 A.M. to 11.00 A.M. ...Every 15 minutes

11.00 A.M. to 12.00 M. ...Every 10 minutes

12.00 M. to 1.00 A.M. ...Every 15 minutes

1.00 A.M. to 2.00 A.M. ...Every 10 minutes

2.00 A.M. to 3.00 A.M. ...Every 15 minutes

3.00 A.M. to 4.0

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

TO	STEAMERS	TO MAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About MONDAY, 2nd May.
NAPLES, CHNOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEDEN" B. Welbelmi	WEDNESDAY, 4th May, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"DERFLINGER" Ugo. F. Pusch	About WEDNESDAY, 4th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	SATURDAY, 21st May, Daylight.

For further particulars apply to

NORDDEUTSCHER LLOYD.**MELCHERS & CO.,**

GENERAL AGENTS, HONGKONG & CHINA

Hongkong, 25th April, 1910.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, TOURANE Lancelin 9th May, P.M.
MARSKILL'S, VIA PORTS CACHAR Lauriol 9th May, 8 1/2 P.M.
SHANGHAI, KOBE, YOKOHAMA, YARRA 23rd May, P.M.
MARSKILL'S, VIA PORTS AUSTRALIA Riquier 24th May, at 2 P.M.
Transhipment on the Go's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black sea.

Through Tickets to London via Paris from £37.10 up to £71.10, 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 26th April, 1910.

Intimations.**THE YOKOHAMA DOCK CO., LTD.****No. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.**

Docking Length 525 ft.	Docking Length 376 ft.	In COURSE OF CONSTRUCTION.
Width of Entrance 80 "	Width of Entrance 50 "	Docking Length 481 ft.
Water on Blocks 28 "	Water on Blocks 26 "	Width of Entrance 63 "

Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 31.5 "
----------------------------	----------------------------	------------------------------

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of receipt patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels while under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebera, Soottu,

Yokohama, April 28th, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Mataria, from overwork or other causes, Anæmia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,

Agents.

Hongkong, 13th December, 1910.

To Let.**TO LET.**

DARTMOOR, No. 13, CONDUIT ROAD.

A HOUSE in CLINTON GARDENS and OFFICES, 16, DES VŒUX ROAD CENTRAL.

GODOWNS, PRAYA EAST, formerly occupied by M. B. K. OFFICES, No. 2, CONNAUGHT ROAD 3rd Floor.

A HOUSE in WONG-MEICHONG ROAD. A HOUSE in RIFON TERRACE OFFICES in YORK BUILDING.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 27th April, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID-SASSOON & CO., LTD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 24th February, 1910.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd June, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd June, 1909.

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Hongkong, 2nd June, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Intimation.

Powell's

ALEXANDRA

BUILDINGS.

NOW SHOWING.

New Fabrics

FOR

SPRING . . . A N D SUMMER . . . GOWNS . . .

STRIPED ZEPHYRS

50 cts. Yard

MERCERISED LAWNS

75 cts. Yard

FLOWERED MUSLINS

50 cts. and \$1.00 Yard

FLOWERED VOILES

50 cts. and \$1.00 Yard

CREPOLINES

LINENS

\$1.00 Yard

POPLINS

All the above are of
Exceptional Value.

POWELL'S

Alexandra

Buildings.

Hongkong, 5th April, 1910.

A CHARTER-PARTY DISPUTE.

TEXT OF JUDGMENT IN THE
"WOOLWICH" CASE.

The text has been published of the judgment delivered in the Kobe Chiba Salbascho on the 4th instant in the suit in which Taguchi Sochiro, of Arashio, 3-chome, Kobe, claimed from Messrs. Dodwell & Co., the settlement of an account for transport business or the recovery of Yen 572, alleged to be profit made as a result of the chartering of the British steamer "Woolwich." Plaintiff claimed that on July 20th, 1907, he signed a contract with the defendant firm to charter the British steamer "Woolwich" for the transport of emigrants to America. The steamer made a voyage to Seattle and Victoria with emigrants and brought back a cargo of flour consigned to Mr. Yunnas, a merchant of Kobe, but defendants failed to make up the account for the chartering of the vessel, which plaintiff claimed, had made a profit to the amount in question. The defence was that the charter-right of the steamer had been transferred to Mr. Forbes, a British subject, in June, 1907; and plaintiff had thus no right to the charter-party. In the meantime, defendant firm put in a counter-claim for the recovery of Yen 1,860, money advanced to plaintiff by defendants. Judgment was delivered on the 4th instant, both the claim of plaintiff and the counter-claims of defendants being dismissed.

In giving reasons for the decision the Court says that the point as to whether or not the claim of plaintiff was well grounded must first be dealt with. Plaintiff claimed that upon arrangement between the parties concerned and other persons interested in the voyage of the steamer "Woolwich," a contract was signed which provided that all the necessary expenses in connection with the voyage should be paid and freight be collected by defendants, and that on the conclusion of the voyage an account should be made up by the latter, plaintiff to be responsible for loss or profit accruing from the voyage. Among the witnesses examined at the instance of plaintiff some endorsed the plaintiff's contention. But if such a contract was concluded between the parties it would mean that in the event of the voyage proving profitable defendants were bound to deliver all the profit to plaintiff on the conclusion of the voyage, while if no profit was made, the defendants, owing to the fact that no security had been deposited by plaintiff for the execution of the supposed contract, must be held to have placed themselves in the position of being unable to claim any loss incurred by them on account of plaintiff. In these circumstances there appears to be no reason why defendants should have entered into a contract which was so disadvantageous to their interests. According to the evidence given by the witness Yoshikawa Yasutaro, the steamer "Woolwich" failed to pass the official examination held at Kobe provided for in the Emigration Regulations. During her stay in Kobe a criminal charge was brought against plaintiff, whose movements were thus hampered by the police, while, further, plaintiff had a dispute with a representative of the defendant company regarding the payment of charter-money as agreed on, and was threatened with the disembarkation of his emigrants from the vessel. Plaintiff was thus not in a position to pay the charter-money at all. This compelled him to notify the witness and others concerned in the matter in order to place the charter for the steamer at the disposal of others interested in the voyage. All this can be seen from the evidence produced by the witnesses. Comparing this evidence with the last clauses in the charter-party it can be seen that plaintiff transferred to Mr. Forbes all the rights relating to the said charter-party and withdrew from his position as charterer of the steamer in the circumstances just described. Accordingly there cannot exist between the parties any agreement providing that plaintiff alone was responsible for the profit or loss accruing from the voyage. Plaintiff contended, on the strength of a telegram addressed by Mr. Forbes to him, that the contract with defendants for the transfer of the charter to Mr. Forbes was only nominal, being adopted by plaintiff merely in order to enable the steamer to proceed to Yokohama without a further official examination. If this was the case, proceeds the Court, the mere transfer of the charter from one to another was sufficient for the purpose, and there was no necessity for plaintiff to enter into an agreement with defendants to retain the responsibility in conjunction with Mr. Forbes against a breach of the contract, as may be observed from the last portion of the charter-party. Thus, the transfer of the right in question could not have been executed merely nominally. From this it may be inferred that the defendant firm owing to plaintiff's failure to pay the first instalment of the charter-money, came to the conclusion that plaintiff could not be relied on to complete the contract, and decided to transfer the charter to another person more under their own control, such as Mr. Forbes, as the only way to avoid sustaining loss by a breach of contract on the part of plaintiff. Accordingly, defendants requested plaintiff to transfer his right in the charter-party, and the latter, being unable to pay the charter-money, then, had to comply with defendants' request. This was how Mr. Forbes came to occupy his position in the charter-party. Plaintiff consented to take joint responsibility with Mr. Forbes as regards a breach of the contract between him and defendants. From the telegram already referred to, to the effect that if plaintiff did not assist Mr. Forbes in monetary affairs, the latter would resign from his nominal position in the charter, it would appear that the transfer of the right from plaintiff to Mr. Forbes was nominal in one way, but the telegram appears to have been merely an expression of Mr. Forbes' desire to withdraw, owing to monetary difficulties, from a position which he had occupied at the request of both plaintiff and the defendants. This evidence, therefore, is insufficient to modify the conclusion arrived at. In these circumstances plaintiff must be regarded as having represented his

right as charterer of the steamer "Woolwich" when he signed the agreement for transfer affixed to the charter-party, so that the agreement holding plaintiff responsible for the result of the voyage of the vessel cannot be regarded as having been concluded between the parties in this suit. Therefore, the claim of plaintiff must be dismissed.

As regards the counter-claim brought by the defendants, the Court remarks that defendants claimed from plaintiff the recovery of money advanced to the latter in connection with the voyage of the steamer "Woolwich" on the ground that plaintiff was jointly responsible with Mr. Forbes for such amount, but defendants did not prove their contention. The last clause in the charter-party in question deals only with the responsibility for a breach of the contract, and has nothing to do with the question of the money advanced. Although the claim of defendants is based on the principle of the agreement affixed to the charter-party, the said agreement was signed by them as agents of the owner of the steamer, not on their own behalf. Defendants are therefore not entitled to claim from plaintiff on such a ground, and for this reason the counter-claim must be dismissed.

The judgment is signed by Judge Kimura presiding, Judge Amano Sotaro, and Judge Yabe Katsumi.—*Japan Chronicle*.

SHANGHAI VOLUNTEER
INSPECTION.MAJ.-GEN. BROADWOOD ON THE MEN'S
EFFICIENCY.

The annual inspection of the Shanghai Volunteer Corps took place on Saturday, when Major-General Broadwood, commanding the British Forces in China, was inspecting officer, says the *Shanghai Times* of 25th April. General Broadwood arrived in Shanghai earlier in the week and at the evening drills of the Corps he took a keen interest in watching the men, who it must be said took a great deal of pride in turning out smart and well. Saturday was one of the great spectacular events of the year, and recognising that the inspection would be more arduous than for a couple of years, the men prepared for it in the most thorough manner. Two years ago, it may be remembered, rats interfered with the inspection which had to be brought off in the Town Hall, and last year it was confined to the march past of the troops and a short review. On the present occasion the inspecting officer was shown how the Settlement would be guarded in time of danger. About three o'clock the different companies posted themselves along the various bridges giving access to the central districts or took up positions as laid down in the S.V.C. manual. Sentries and patrols were thrown out, while the pickets having piled arms remained in attendance ready to fall in at a moment's notice. These positions were held for nearly two hours, during which time General Broadwood paid visits of inspection.

Towards five o'clock the various units were drawn up on the Polo Ground before a spectator of nearly a couple of thousands. As usual the Light Horse held the right of the line, and in succession came the Artillery, Mounted Section of "A" Co., Maxims, Engineers, and Infantry Battalion, while in rear were drawn up the Reserve Co. At the saluting point, where the Municipal colours were raised, representatives of the Council were in attendance, these being Mr. David Landale, Mr. H.A.J. Macrae, Mr. H. J. Craig, and Mr. W.A.C. Platt. Sir Pelham Warren and Col. Bruce were also present, while among the S.V.C. officers on parade were Colonel Barnes, Major Brodie Clarke, Major Trueman, Captain Dowdall, and Captain Hawson. Accompanied by Lieut. Heathcote, his A.D.C., Major General Broadwood rode up on a hand-some charger, and immediately passed along the line making a careful scrutiny of the men. He then retired to the saluting point, and the Corps marched past. This was done admirably, horse, artillery, and foot maintaining a splendid alignment, and when the two first mentioned branches went past later on at the trot and canter it was equally well done. The Corps then formed up in review order, and General Broadwood proceeded to address them.

He said he was very glad to see the same high standard of efficiency maintained as he had observed when he last inspected the corps two years ago. It was gratifying to note that two practically new companies had been added, the Engineers and Mounted Section, and he believed that in time they would become very useful members of the Corps. He regretted that as the season was so late he was unable to see the Corps engaged in field manoeuvres, but from what he had learned the scheme of manoeuvres was such that the volunteers were placed in situations which were likely to arise. In conclusion he commented highly upon the splendid appearance of the men, which showed how much time they had devoted to the work notwithstanding that most were very busy men. He had been struck by the harmony prevailing among the companies, and the smart way in which all the movements had been executed proved how good an idea of soldiering they had.

The Infantry Battalion was then marched down to the Bund, where the men were dismissed.

The strength of the Corps on parade was:

	Officers.	Men.
Staff	7	3
Medical	5	
Light Horse	2	20
Artillery	3	43
Mounted Section	1	13
"A" Co.	3	34
Maxims	3	27
"B" Co.	3	64
Customs Co.	1	40
German Co.	2	53
American Co.	2	33
Portuguese Co.	3	42
Chinese Co.	1	94
Japanese Co.	3	48
Burgers	1	24
Reserve Co.	3	45

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right as charterer of the steamer "Woolwich" when he signed the agreement for transfer affixed to the charter-party, so that the agreement holding plaintiff responsible for the result of the voyage of the vessel cannot be regarded as having been concluded between the parties in this suit. Therefore, the claim of plaintiff must be dismissed.

As regards the counter-claim brought by the defendants, the Court remarks that defendants claimed from plaintiff the recovery of money advanced to the latter in connection with the voyage of the steamer "Woolwich" on the ground that plaintiff was jointly responsible with Mr. Forbes for such amount, but defendants did not prove their contention. The last clause in the charter-party in question deals only with the responsibility for a breach of the contract, and has nothing to do with the question of the money advanced. Although the claim of defendants is based on the principle of the agreement affixed to the charter-party, the said agreement was signed by them as agents of the owner of the steamer, not on their own behalf. Defendants are therefore not entitled to claim from plaintiff on such a ground, and for this reason the counter-claim must be dismissed.

The judgment is signed by Judge Kimura presiding, Judge Amano Sotaro, and Judge Yabe Katsumi.—*Japan Chronicle*.

SHANGHAI VOLUNTEER
INSPECTION.MAJ.-GEN. BROADWOOD ON THE MEN'S
EFFICIENCY.

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We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Products for Toilet Requisites, Perfumery, Powder, Soap, etc.

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Information.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
HIGH CLASS
AERATED
WATERS.

THIS SEASON'S PRICES :

	PER DOZ.
Soda Water	50 Cents
Soda Water (Bomby bottles)	60 "
Potash, Salzer & B. P. Soda	60 "
Lemonade	65 "
Tonic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryade	75 "

SPECIALITIES:

Stone Ginger Beer	85 Cents.
Dry Ginger Ale, Pints \$1; Spins 60 "	
Lime Fruit Cham-pagne	Pints \$1; Spins 60 "

Bottles will be charged for at the Rate of \$1.10, per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 30th April, 1910.

MARRIAGES.

On Saturday, April 23, 1910, at Shanghai, Leslie James Blackburn, of Wallasey, England, to Jessie Beatrice, daughter of William Goodfellow, of Shanghai.

On Saturday, April 23, at Shanghai, James Henry Witchell, son of John Witchell, of Hongkong, to Mabel May, daughter of William Goodfellow, of Shanghai.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 30, 1910.

"DUM SIRO SPERO."

When we are feeling down-hearted and discouraged, and are thoroughly pessimistic, it is a good and wise thing to pull oneself together, assure oneself that there must be mercies somewhere to be thankful for, and then resolutely begin to search for them. Even if the most consoling of those mercies only proves to be the reflection that after all things might be much, very much worse, we shall feel a little better, and presently perhaps be quite comforted and finding many mercies after all to be very thankful for may end by being as optimistic and sanguine as but lately we were cast down and lugubrious. The period of "Sturm und Drang" in our finances and the commercial depression from which we have been suffering is, we hope, changing into a time of renewed activity and prosperity. If, however, any of us still feels very down in the blues, let him take our prescription, first trying a dose of retrospection. It was affirmed in 1844, reaffirmed with many strong expressions in 1845, and shouted with what Artemus Ward might have called "vurry cuss words" in 1847, that Hongkong was utterly worthless to England in every point of view. It was vehemently asserted and officially reported to the Colonial Office that there was not one advantage, political, commercial, financial or religious, either then present or prospective, derivable to England from the existing establishment at Hongkong. It was urged by some pessimistic merchants and shortsighted officials that any outlay on Hongkong was worse than folly, that to persist in the course entered on by the Government must eventually end in national loss and general disappointment. The *Friend of China*, in an editorial dated 26th July, 1845, writes: "We hesitate not to assert, that with the exception of two or three houses who have a large coasting trade (this refers to the opium trade) nearly every merchant in the place would cheerfully dispose of his property at cost price, and abandon this island." About the same time an official gentleman of rank wrote: "No merchant whom I have

met or heard of has the slightest hope of maintaining this as a place of commerce; the game is now to lay out nothing, and lose as little as possible of what they have expended. The military reduction and the constant departures, will complete the downfall of Hongkong." The London *Times* in July 1846 said: "The prospects of Hongkong as a commercial colony are not good; account for it as we will, disguise as we may, the truth is becoming more plain and undeniable every day; it might perhaps be well disposed with for any value it is of now to our commerce there are no Chinese merchants or even shopkeepers with any pretence to property; there is neither an import or export trade of any kind several houses have been untenanted for months past, and the value of all property is daily on the decrease Hongkong cannot be expected under any circumstances to possess an extensive trade, or to afford any considerable revenue towards the payment of its expenses." Messrs. Jardine, Matheson & Co., Messrs. Dent Co., and other British merchants having residences in Hongkong expressed themselves as pessimistically in a memorial to Lord Stanley, the Secretary of State for the Colonies. Sir John Davis, the Governor combated the views taken by these firms, and in the face of great misunderstanding and severe criticism he succeeded in at least impressing on the Home Government that he had not over-rated the importance and future greatness of Hongkong, however he may have failed in assisting towards that greatness in some ways. The merchants and officials inimical to Sir John's views ridiculed his view that Hongkong would one day be the Carthage of the Far East, and further declared before the Parliamentary Committee appointed to inquire into British commercial relations with China that Hongkong could never be a Colony by reason of its limited size, rocky, barren structure, incapability of producing any of the necessities of life for the consumption of even one day and because under no conceivable circumstances could it afford any considerable revenue towards the payment of its own expenses. They maintained, in flat contradiction of their Governor, that Hongkong was useless as a commercial emporium on account of its disadvantageous geographical position, the greater facilities for trade offered by other ports, the distance from any populous or productive territory, the poverty and practical character of the neighbouring inhabitants, and the total absence of an import or export trade of any kind. It was even affirmed that the island was unsuited for a fortress and was not required as a military or naval station, that it commanded nothing, not even the entrance to the Canton river; that it protected nothing not even the commerce of Canton. Hongkong was accused of being politically injurious to our Empire by the contempt and hatred which we had excited by establishing ourselves here, and by the constant espionage kept on our proceedings. It was denied that the Colony was in any way effective for disseminating ideas of civilization and education. The most, and worst, was made of the then unhealthy state of the island, and the very merchants and others who ought to have been applying their energies to finding remedies for the evil were eagerly and busily engaged in spreading far and wide the notion that Hongkong was a death-trap, and that in such a deadly and debilitating climate "a man was but half a man." We should like all pessimists to consider that picture of sixty odd years ago and contrast it with our really beautiful and prosperous Colony of to-day. After that who need despair? Not perhaps even Kwang-chow-wan or Wei-hai-wei, and certainly not Kiaochau. For when we think of a Hongkong with only sixteen British firms and no conceivable hope of affording any considerable revenue towards paying its own expenses; when we compare the fever-racked, poverty-stricken, despairing rock of Sir John Davis' time with the proud fortress and healthy, wealthy, public-spirited and, thanks to Sir Frederick Lugard, solvent community of to-day, cannot we be ought not we seriously and with good heart to be, most thankful for our mercies?

LOCAL AND GENERAL.

The *s.s. Hong Wan* arrived in port yesterday with 1,000 Chinese passengers.

Mr. N. S. Marshall has succeeded Mr. W. M. Anderson as manager, in Hongkong, of the International Banking Corporation.

MARK Twain was unconscious for three hours before his death and the end was painless. It is understood that he left a fortune of a million dollars.

ACCORDING to an Order of the Governor-in-Council no vessel shall be permitted to carry more than two hundred head of cattle for export at any one time.

A CHINAMAN was awarded six months' hard labour at the Magistracy this morning for returning from banishment. Inspector Macdonald prosecuted.

His Excellency the Governor has been pleased to appoint, provisionally and subject to His Majesty's pleasure, Colonel C. W. R. St. John to be a member of the Executive and Legislative Councils during the absence on leave of His Excellency the General Officer Commanding the Troops, Major-General R. G. Broadwood, C.B., or until further notice, with effect from the 28th April.

Sir Hormusjee Mody.

PRESENTATION AT GOVERNMENT HOUSE.

GOVERNOR EULOGISES HIS MUNIFICENCE.

At the farewell reception by His Excellency the Governor at Government House last night a ceremony of more than ordinary interest took place, in which H. K. Kong now knighted as the central figure. It was the occasion of the presentation of the Letters Patent conferring the coveted honour upon Sir Hormusjee Nowrojee Mody. There was no previous announcement of the ceremony and arrangements were completed so as to spring an agreeable surprise upon the large assemblage present at the Governor's "At Home" last night. The gathering included the leading representatives of the Navy and the Army, and the European and Chinese communities, among whom was a large number of ladies.

Informally, Capt. P. H. M. Taylor, A.D.C., made known to the assembly that the Governor was to present Sir Hormusjee with the Letters Patent, and, cutting a passage, as it were, to the ballroom, Capt. Taylor led the way to the apartment. Headed by Sir Frederick Lugard the guests made their way to the State-room. Sir Hormusjee was escorted by Capt. N. Simon, the Governor's private secretary. Capt. G. E. Garnett, R.G.A., carried the box containing the Letters Patent and the Seal.

When all had gathered in the room,

Sir Frederick Lugard said that he had been commanded by His Majesty the King to deliver to Sir Hormusjee Nowrojee Mody—the Letters Patent conferring upon him the degree of a Knight Bachelor, which he had the pleasure to do on that occasion. His Excellency referred in eulogistic terms to Sir Hormusjee's numerous acts of munificence to the Colony and he hoped that Sir Hormusjee might live long to enjoy the honour conferred upon him by His Majesty.

Sir Frederick read the Letters Patent which were in the following terms—

"Edward the Seventh by the grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas King Defender of the Faith to all to whom these Presents shall come, Greeting: Know Ye that We of our especial graces certain knowledge and mere motion have given and granted and by these presents Do give and grant unto Our trusty and well beloved Hormusjee Nowrojee Mody Esquire of Hongkong the degrees of Honour and dignity of a Knight Bachelor together with all rights pre-éxcellencies privileges and advantages to the same degrees of honour and dignity belonging or appertaining. In witness whereof We have caused these Our Letters to be made patent. Witness Ourself at Westminster the sixteenth day of March in the tenth year of Our reign." (Loud Applause.)

His Excellency then handed Sir Hormusjee the red morocco-lined case with the Letters Patent and the Royal Seal.

Sir Hormusjee, receiving the precious document, bowed his acknowledgment, and the ceremony concluded.

The new Knight was subsequently the recipient of hearty congratulations from the large number of ladies and gentlemen present who shook hands with Sir Hormusjee for the honour he had just received.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

MEDDLESOME SCHOOLBOYS.

To the Editor of the "Hongkong Telegraph": Sir,—It is not unnatural, and it is a phenomenon observed in the West as well as out there, that as soon as a "bright" youngster of the better class becomes more educated than the ones around him he is apt to get swell-headed and "above himself." This is especially true of the Chinese, among whom learning is so highly prized and students so respected. We also respect study and students, but we expect from them scholarly conduct and reverence for Law. The day before yesterday a well dressed Chinese schoolboy interfered with a constable while the latter was in the execution of his duty, and, worse still, attempted to free the prisoner by force. The young man seems to have "ordered" the policeman to release the prisoner, a Chinese jester, who had been causing an obstruction. However much, and perhaps deservedly, the poor man excited the sympathy of one whose tender years might naturally incline him to feelings of pity for others, the youth had no right to interfere with the constable. What he should have done, had common nationality and pity for the poor stirred him so deeply, was to have proceeded to the police station, and there have given what testimony he could in favour of the prisoner. For schoolboys however kindly and even intelligent, and actually Chinese, and dressed in a silk robe, may not in British territory, and ought not, in any territory, interfere with the operation of the Law. There is a strong tendency among lads of their class, not only to be arrogant towards Indian policemen and others whom they consider their inferiors, but to show a regrettable spirit of presumption and self-assertiveness towards their elders and betters. We would not discourage the rising generation of Chinese from exhibiting a high spirit worthy of a great people. We must insist on his being accompanied with those other qualities of obedience, reverence for Law and respect towards elders which are inculcated alike by the Ancient Sages of China and the teachers of the West.—Yours truly,

BRITISHER.

Hongkong, 30th April, 1910.

BRITISHER.

CLOTHING IN HONGKONG.

SUMMER GARD AND ITS VAGARIES.
(Serial in the "Hongkong Telegraph")

The matter of clothing has been engrossing ever since Mother Eve donned her covering of fig-leaves. Even in later times the last word had not been said when Thomas Carlyle penned his *Sartor Resartus*. Here in Hongkong, where we are subject to such violent changes of climate as belong to the conditions of residence in a sub-tropical country, we are every summer brought face to face with the fact that as far as regards dress European residents have got to undergo, no little to their discontent, a denial of their predilection so far as their sartorial desirments are concerned. A man who prides himself upon the fit of his morning coat in the Strand cannot use the same article of attire in Hongkong.

THE MORNING ATTIRE
may be all very well for London, even in summer,--but when once Hongkong has come within the "throes" of the hot weather, tweeds have to be discarded and white duck clothing to be resorted to. In former years in the history of the Colony there was a uniform discipline of dress to be observed. So greatly was the summer heat felt that it was customary for residents to attend all Governmental functions in white suits during the hot weather. Even in the Legislative Council Chamber, one would see more white suits than tweeds. Nowadays there is an inclination apparent to do away with the wearing of whites and to adopt darker clothing than that which has been formerly in vogue.

And not only does this apply to the Europeans; it is true also of the Chinese themselves, who are thoroughly acquainted with the inconveniences and discomforts of the

SUMMER MONTHS

in Hongkong. From a southern contemporary we learn that a correspondence has been going on in Singapore with reference to this same subject and one contributor to the correspondence admitted to this fond impeachment:—

"I always attend the Cathedral in a white suit, at least on Sunday mornings, and as do many others. If I go to the evening service, I don't wear tweed just as we all do when paying a duty call. It's not necessary, but customary."

Of course Hon. King differs from Singapore in this very essential respect, that there one enjoys warm weather all the year round, whereas in Hongkong we have to undergo those transitions from heat to cold, and cold to heat that prove so disastrous to the constitution. Ever since the establishment of the Colony it had been the custom in Hongkong for the Governor to receive guests, at his levee, garden parties, and receptions, in

WHATEVER GARD

they chose to attend. But some years ago the then Governor in inviting residents to a Royal Birthday reception laid it down as a principle that all guests attending must be arrayed in the garments familiar to the levee of Buckingham Palace or Windsor. In the nature of things there was a great rush on the part of Hongkongites to procure flock-coats and top-hats. Needless to say, the supply of the latter articles of adornment was not equal to the demand, for at that time the top-hat did not figure as an item in the report of imports. But, as it turned out, a well-known person in the local banking firms had one in his possession that had withstood the vicissitudes of the voyage from Home and the ravages of the local climate. The hat was brought into service and as each individual waded into the Assembly Room to be presented to His Excellency, the precious headgear was sent back by a side door to the next corner who was thus enabled to appear before His Majesty's gubernatorial representative and his good lady with the necessary top-hat in his hand.

Before that fiat had gone forth, one could attend Government House functions in any garb suited to the season in which it took place and this would appear to be the most sensible arrangement that could possibly be arrived at in a tropical country. Apart from the fact that the attendance at a Governor's reception in heavy European clothing in the summer time implies intense discomfort on the part of the individual it is obvious that the fact of the existence of this Isaac regulation must prevent many persons, who would otherwise be present, keeping away from those functions.

In the matter of church-going, perhaps, there may be a difference of opinion as regards the suitability of the kind of clothes to be worn just as there appears to be in Singapore. But, on the whole, it may be safely said of Hongkong whether a man goes to divine service in white, or khaki or dark coloured clothes no comment is made on his personal appearance, and he is heartily welcomed into whatever church or chapel he goes.

BOY SCOUT MOVEMENT.
The Hon. Mr. F. A. Hartland will act as Puisne Judge and chairman of the Squatters Board and Mr. M. W. Slade, K.C., will act as Attorney General during the absence on leave of His Honour Mr. Justice Compton, or until further notice, with effect from the 1st May, 1910.

A HOUSE in Hollywood Road was the scene of a shocking accident yesterday. It appears that as a child was passing the house something attracted its attention and it looked up in the direction of one of the windows. Just then a gust of wind shook the unfastened window-pane and it fell on to the street in broken splinters. One piece of the broken glass found its way in the unfortunate child's left eye and instantaneously blinded it. The child was removed to hospital, where, strange to say, it did not complain of any pain.

Mr. and Mrs. George Miller left Shanghai on 24th April for Yokohama, where Mr. Miller takes charge of the Chartered Bank of India, Australia and China. The departure of Mr. and Mrs. Miller will be regretted by many in the Settlement, while not least of all business circles will miss the shrewdness and ability of Mr. Miller. Their places in the Chartered Bank building have been taken by Mr. and Mrs. T. C. Dowling, to whom the community during the last few weeks has already had opportunity of extending a hearty welcome.—*H. C. D. News*.

NOTES BY THE WAY.**AN IMMORTAL CONTROVERSY.**

The Sage has declared that in a multitude of countries there is confusion of thought. There has certainly been confusion enough during the past week over the question of what Hon. Mr. Murray Stewart has been pleased to designate the finest site in the Colony. At the risk of being accused of redundancy, I may confidently assert that it does seem curious to intelligent persons that so much "hot air," as our Americans friends love to say, should have been expended and a prominent business-man, who doubtless knows the value of time, should have gone to the trouble of delighting a curious public with a long-winded official correspondence. But while there is a dearth of talk of commercial depression, which seems to have taken wings unto itself and disappeared into ethereal flights, and while the popularity of good old rubber tweeds have to be discarded and white duck clothing to be resorted to. In former years in the history of the Colony there was a uniform discipline of dress to be observed. So greatly was the summer heat felt that it was customary for residents to attend all Governmental functions in white suits during the hot weather. Even in the Legislative Council Chamber, one would see more white suits than tweeds. Nowadays there is an inclination apparent to do away with the wearing of whites and to adopt darker clothing than that which has been formerly in vogue.

THE STAMP CRAZE.

Oh, dear me, what a farce is daily being enacted at the Post Office by crowds of gimping coolies! The master would have afforded inspiration to poor old Mark Twain himself. I wonder if from the ranks of these modest financiers will rise up the Lloyd George of China? It is a healthy sign for China and if the highest officials of the land were to be brought to the gates of the G. O. they would see a healthy sign in China's progress.

GOING HOME.

So His Excellency the Governor is going home on a short trip. The presentation to him by the leading members of the Chinese community on Thursday afternoon was the best proof, if any were needed, of His Excellency's popularity with the Chinese. A more hard-working, energetic and disinterested Governor seldom held office in the Colony. During his brief stay here he made the Colony's interests his own. The kind hope which His Excellency expressed to the Chinese delegation that the health of the community this summer might be good must have touched a sympathetic chord in the hearts of the public, and once again went to show His Excellency's energetic campaign against local epidemics. Let us wait with His Excellency in trusting that the wholesale ravages of recent times at this unwelcome period of the year will not be repeated.

THE LIGHT THAT FAILED.

While on the subject of the Governor's departure, an incident occurred just after the dinner given at Government House last night which is too good to go unrecorded. His Excellency, with his characteristic penchant for sprucing up surprises on the public, had arranged with strategic ability that a formal presentation should be made to Sir Hormusjee Mody of the letters patent in connection with his recent elevation to the dignity of Knight Bachelor and that the presentation was to be followed by a dance. Well the time came for the presentation to be made, the ball-room was filled with the medium of a large business, closing with sellers at \$75. China Provincials are still to be had at \$61. Shinghai Ducks are again lower, buyers only offering Tls. 76. Kowloon Wharves are still quoted at \$53, but as low as \$58 has been accepted. Shaukai and Lungkew Wharves are offering at Tls. 123.

Lands, Hotels and buildings.—Hongkong Lands are firmer with buyers at \$1.02 after small sales at \$1.00 and \$1.01. Humphreys are enquired for at \$1.01 but bidders require a higher price. Hongkong Hotels are steady at \$1.07 for the old shares and at \$1.14 for the new. Shanghai Lands are easier at Tls. 112. Kowloon Lands have improved to \$29.

Cotton Mills.—Hongkong Cottons are still to be had at \$61. Ewens are off. ring at Tls. 1.36. Other Nether hills, which we take from the last mail advices, are as follows:—Lau Kong Mows Tls. 78, Internationals Tls. 62 and Sow Chees Tls. 250 ex the dividend of Tls. 25 recently paid.

Miscellaneous.—Green Islands have again been the medium of a large business, closing with sellers at \$75. China Provincials are still to be had at \$61. Hongkong Electrics have been b. o. d. at \$1 and more are wanted. Watsons continue to demand with buyers at \$61. Hongkong Ropes have found buyers at \$1.01. Dairy Farms have advanced to \$1.00. Laokkais have weakened to Tls. 1.425. Sumatras are offering at Tls. 315.

Rubbers.—Anglo Malays have weakened to 32/- and Allagars to 7/-.

Castlefields are weaker at 12/-.

Carry United have declined to 15/- premium and Damaraans at 185/- after sales of the latter at 195/-.

Eastern Internationals have dropped as low as 37/- premium, but have since recovered to 41/- premium.

Golcondas are on offer at 140/- and Highlands and Lowlands at 155/- ex rights.

Kuala Lumpurs have eased down to 225/- at which price they close weak.

Ledbury's are quiet at 1.26 while Linggins can be had at 65/-.

London Asiatics, after sales at various rates from 175/- downwards, close easier at 157.6.

Luengi Kapars close at 206/- with probable sellers from London.

United Serdangs have suffered a further decline and at the close comes as low as 140/-.

According to latest telegraphic advices from Singapore, Balgownies are quoted at \$21. Changkat Serdangs at \$10. Glenlays at \$1.4, Indragiris at \$13. Pajams at \$10. Pagobs at \$55. Sandyrofes at \$43. Singapore and Jobors at \$22 and United Singapores at \$14. New Serendaps have changed hands at 14/- premium.

Exchange.—The Bank's selling rate on London is 1.11.16 on demand. The T/T. rate on Shanghai is 1.4.

BOY SCOUT MOVEMENT.

The formation of a Boy Scouts' Brigade in Hongkong is a sign of the times. Why not form a Chinese section and thus give an opportunity to native lads of acquiring that strength of body and character, which is synon. mous with a rigid military training. Chinese lads can appreciate discipline as well as European children.

CASUAL CRITIC.**KOWLOON CRICKET CLUB.****PRESIDENTATION TO SIR HORMUSJEE N. MODY.**

On the occasion of the second annual dinner of the Kowloon Cricket Club to-night, a very interesting ceremony will take place when the members will present to Sir Hormusjee N. Mody, the president of the Club, an illuminated address in honour of the knighthood conferred upon him by His Majesty the King. It will be recalled that Sir Hormusjee was the donor of the building which serves as the abode of the Cricket Club on the peninsula. In many other ways he has generously assisted the Club to attain its present position of prosperity.

COMMERCIAL.**WEEKLY SHARE REPORT.**

Reviewing the share business for the week Messrs. E. S. Kadoorie and Co., write on 20th April:—Rubbers.—A long overdue reaction has made the past week a dull one and the London market has been easy with a tendency to lower prices.

The price of the raw article has receded a few pence from top which has no doubt accentuated the position.

Para Fine Hard Rubber is now quoted 12/- per lb.

Business transacted during the week has been on a smaller scale than for some time past. A considerable rise in China Sugars has occurred, otherwise there are no changes of any consequence.

Banks.—Hongkong and Shanghai Banks haven't upheld their position and have dropped back to \$975; at this price there are sellers and for certain Haiphong to Manila as high as \$900 cents per cask has been paid.

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Shipping Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong. From Quebec.

"EMPEROR OF INDIA"

SATURDAY, MAY 14TH

"MONTEAGLE"

TUESDAY, MAY 24TH

"EMPEROR OF JAPAN"

SATURDAY, JUNE 4TH

"EMPEROR OF CHINA"

SATURDAY, JUNE 25TH

"EMPEROR OF INDIA"

SATURDAY, JULY 16TH

"MONTEAGLE"

TUESDAY, AUGUST 16TH

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of British" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Mail and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 45.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SINGAPORE & CALCUTTA	LAI SANG	TUESDAY, 3rd May, Noon.
SHANGHAI via NINGPO	KWONG SANG	TUESDAY, 3rd May, 4 P.M.
MANILA	YUEN SANG	FRIDAY, 6th May, 4 P.M.
SANDAKAN	MAUSANGI	SATURDAY, 7th May, Noon.
MANILA	LOONG SANG	FRIDAY, 13th May, 4 P.M.
SHANGHAI	KUTSANG	TUESDAY, 17th May, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS):
The steamers *Kintaisei*, *Nanasei* and *Kokusai* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Bills on through Bills of Lading to Yantian Poort, Canton, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simpor, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to SARDINE MATHESON & CO., LTD.,
Telephone No. 215.
Hongkong, 30th April, 1910.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	ON
SHANGHAI	"SZECHUEN"	1st May, Daylight.
SWATOW, NINGPO & SHANGHAI	"IOHANG"	2nd 4 P.M.
MANILA	"TAMING"	3rd 3 P.M.
SHANGHAI	"A-HUI"	5th 4 P.M.
WEIHAIWEI & TIENTSIN	"HUIHOW"	6th 4 P.M.
SHANGHAI	"CHINHUA"	8th Daylight.
MANILA	"TEAN"	10th 4 P.M.
SHANGHAI	"CHERAN"	12th 4 P.M.
MANILA, ZAMBALOGA & AUSTRALIA	"OHANGSHA"	28th 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDEE".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SORROW STEAMERS (*Anhui*, *Chengdu*, *Lingnan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Telephone No. 56.
Hongkong, 30th April, 1910.

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HONGKONG—MANILA,
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship	From	Captain	For	Sailing Dates
SAFIRE	1st 40	R. Rodger	MANILA	SATURDAY, 7th May, 1st Noon; SATURDAY, 14th May, 1st Noon.
RUBI	2nd 40	A. Fraser	"	"

For Freight or Passage, apply to SHEWAN-TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th April, 1910.

Shipping Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE, AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

AND

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	AVERAGE RETURN AT PRESENT QUOTATION SINCE LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$25	\$25	{ \$1,500,000 \$1,000,000 \$100,000}	\$2,028,988	£2.5/- for half year ending 31.12.09 @ ex 1/10 = \$15.11	4%	\$97 sellers London 191.10
National Bank of China, Limited	99,925	7	6	{ \$14,000 \$10,000}	\$20,558	5/- (London 2/6) for 1908	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$124,833 \$102,791 \$18,000}	none	5/- for 1908	7%	173 sales
North China Insurance Company, Limited	10,000	15	5	{ Tls. 225,000 Tls. 225,000 Tls. 140,500 \$100,000 \$100,000 \$100,000}	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 115 sellers
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$100,000 \$100,000 \$100,000 \$100,000 \$100,000}	\$287,984	Final of \$10 per share, making in all \$10 per share for 1908 and an interim dividend of \$3/- per share for 1909	5 X	\$85 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$200,000 \$200,000 \$199,504}	\$707,617	5/- and bonus \$3 for 1907	7%	\$225
FIRE INSURANCES.								
China Fire Insurance Company	20,000	\$100	\$20	{ \$1,000,000 \$550,000 \$101,165}	\$418,406	5/- and bonus \$2 for 1908	7%	\$112 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000}	\$426,218	5/- for 1908	8%	\$342 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$157,743 \$230,000 \$100,180 \$100,000}	Dr. \$5,777. nil.	\$4/- for 1908	...	\$81 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$157,743 \$230,000 \$100,180 \$100,000}	...	2/- for year ending 30.6.1908	...	\$34
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$107,500 \$103,542 \$109,100}	\$20,766	Final of \$15/- for account 1910	8%	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	{ \$10,000 \$40,000 \$70,000}	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3. 154.	...	\$70 s. & buyers
"Do. Do. (Deferred)	1,000,000	41	41	{ \$100,000 \$100,000 \$100,000}	\$102,994	3rd ln. of 1/6 per ab. (comp. No. 12) making in all 1/- for '08 & interim of 1/- for ac. '09	5%	94/-
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$65,000 \$48,000}	'81,121	\$1.00 for year ending 10.4.1909	4%	\$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000}	...	\$0.50 for year ending 10.4.1909	31%	\$141 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$20,000 \$88,000}	Dr. \$6,090	5/- per share for 1909	...	\$177 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000}	Dr. \$12,893 Tls. 6,108	5/- for 1897	...	\$281 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 100	Tls. 50	{ Tls. 100,000}	...	5/- for year ending 31.12.09	...	Tls. 900 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	{ \$215,000 \$84,300}	Dr. \$1,435 none	Final of 1/6 making 3/- for 1909	7%	Tls. 18 P.s. 10 buyers
Headwaters Mining Company	60,000	P.s. 10	P.s. 10	{ none \$18,000}	...	First year
Raub Australian Gold Mining Company, Limited	150,000	41	41	{ \$1,750,000 \$1,750,000}	Dr. \$2,191	5/- per share 1/3/- dividend	...	\$81
DOCKS, WHARVES & GODDOWNS.	50,000	41	41	{ \$4,750}	Dr. \$8,460	5/- for year ending 31.12.09	...	\$10
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,275}	...	5/- for 1909	...	\$59 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$350	\$50	{ \$350,000 \$31,593 \$40,000}	\$264,847	5/- for 1909
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$30,000 \$88,448 \$225,000 \$1,000,000}	\$139,755 Tls. 6,261	Interim of \$1/- for account 1909	...	\$62 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000}	...	Interim of Tls. 2/- for 1910	62%	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,857 Tls. 50,000 Tls. 185,000}	Tls. 9,222	Final of Tls. 4 for 1909	7%	Tls. 124 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$1,123 \$15	Tls. 4,314 \$24,641	Tls. 6 for year ending 29.2.09	58%	Tls. 102 sellers
Central Stores, Limited	12,000	\$50	\$50	{ \$15 \$50 \$50}	...	\$1.20 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	6,000	\$10	\$10	{ \$10,000 \$100,000}	...	60 cents on old shares and 1.30 on new shares	...	\$1071
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$150,000 \$100,000}	...	for half year ending 31.12.09	...	\$1831
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$25,045 \$25,045}	...	Interim of 3/- for account 1909	61%	\$103 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none}	...	45 cents for 1909	6%	\$58 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,525,045 Tls. 30,000 none}	Tls. 6,969 \$1,958	\$2/- for 1909	61%	\$39 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none}	...	Final of 6 1/2% bonus Tls. 1 for 1909	61%	Tls. 111
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	{ Tls. 10,000 Tls. 50,000 \$100,000}	...	Final of 6 1/2% for year ending 31.12.09	81%	Tls. 137 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ \$10,000 \$100,000}	\$9,551	50 cents for year ending 31.7.08	...	\$61 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000}	...	Tls. 7/4 for year ending 30.9.09	...	Tls. 62
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none}	...	Tls. 6 for 1909	...	Tls. 78
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 31,173}	...	Tls. 25 for 1909	...	Tls. 250 ex div.
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$100,000}	...	15 1/2% per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$15 \$100,000}	...	60 cents for 1909	...	\$116 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$10,000 \$100,000}	...	(0 cents for year ended 28.2.06
"Do. Do. special shares"	50,000	\$1	\$1	{ none}	...	80 cents for 1909	81%	\$84 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ \$100,000 \$100,000}	...	\$1.20 for year ending 31.7.09	81%	\$109 buyers
Dairy Farm Company, Limited	40,000	\$71	\$6	{ \$1,500 \$100,000 \$100,000}	...	Final of 40 cents making in all 75 cents per share for 1909	10%	\$10 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$100,000}	...	80 cents for year ending 31.12.08	10%	\$10 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$100,000}	...	A dividend of \$1.20 per share and a bonus of 10 cents	82%	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ none}	...	Final of \$2 for 1909	61%	\$195 ex div. b.
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$40,000}	...	Final of \$2 for 1909	61%	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$150,000 \$40,000}	...	Final of \$2 for 1910	61%	\$121 sellers
Maatschappij tot Mijn- en Bosch- en Landbouwspoor in Lenggai, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 6,6524}	Tls. 216,683	4th interim of Tls. 12/- for 1909	61%	Tls. 1,425 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$20,000 none}	...	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.09.	62%	\$115 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none}	...	80 cents on fully paid shares for year ending 30.4.09.	62%	\$116 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ none}	...	80 cents on fully paid shares for year ending 30.4.09.	62%	\$114 buyers
Shanghai-Sumatra Tobacco Company, Limited</td								